

Caja 91 - Carpeta 1
Malvinas

INFORME - ROYAL AIR FORCE -

OPERATIONS RECORD BOOK - FOR 504 -

HEADQUARTERS - AIR HISTORICAL BRANCH AIR

MINISTRY -

ENVIADAS POR LA EMBAJADA ARGENTINA EN

GRAN BRETAÑA



INDUSTRIA ARGENTINA



7 794765 000599

CARP VELOZ F 55



AGREGADURÍA DE DEFENSA A LA EMBAJADA
ARGENTINA EN EL REINO UNIDO DE
GRAN BRETAÑA E IRLANDA DEL NORTE

"2012 Año de homenaje al doctor D. MANUEL BELGRANO"

LONDRES, 22 de Noviembre de 2012.

OBJETO: Elevar información histórica.

AL DIRECTOR GENERAL INTELIGENCIA – SUBJEFATURA DEL ESTADO
MAYOR GENERAL DE LA F.A.A..

1. Elevo el presente Expediente al señor Director General adjuntando material histórico correspondiente a registro de misiones efectuadas por la RAF durante la II GM, en el periodo conocido como la *Batalla de Inglaterra*.
2. Citado material fotocopiado fue hallado en esta Agregaduría, se desconoce su origen y registra las actividades aéreas llevadas a cabo por el Escuadrón N° 164 de SPITFIRE que fuera integrado por pilotos Argentinos y Británicos durante esa oportunidad.
3. Las mismas podrían ser de interés para el Museo Aeronáutico o a los fines que estime corresponder.

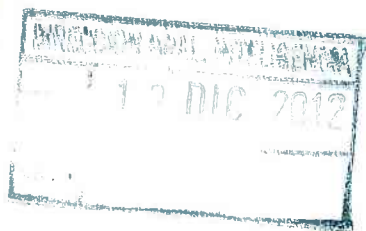
AGREGADO: DIECISIETE (17) fotocopias

Expediente N° 2.614.770

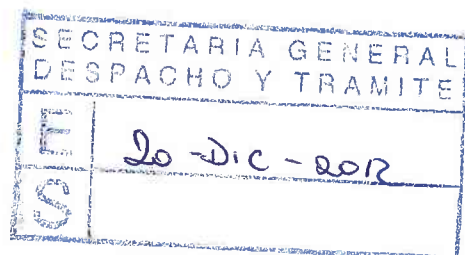
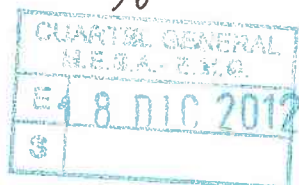


COMODORO ALEJANDRO G. AMORÓS
AGREGADO DE DEFENSA

1351



38-





FUERZA AÉREA ARGENTINA
SUBJEFATURA E.M.G.
DIR. GRAL. INTELIGENCIA



C.E. Nº 2.614.770 (FAA)

AL SEÑOR SECRETARIO GENERAL DEL ESTADO MAYOR GENERAL

4. Doy traslado adjunto el presente expediente al señor Secretario General, originado por el Agregado de Defensa, Militar, Naval y Aeronáutico a la EMBAJADA ARGENTINA en el REINO UNIDO DE GRAN BRETAÑA E IRLANDA DEL NORTE, para su conocimiento y fines que estime corresponder.

BUENOS AIRES, 14 de diciembre de 2012.-




Brigadier RODOLFO EDUARDO CENTURION
Director General de Inteligencia



The Intelligence Officer who has the honour to write the words of this Diary did not become a member of the Squadron until one six months after the unit's inception. During that period, having pairs of, what then was the latest addition to the command's lusty family, were not recorded in a form which is regarded as the peculiar and individual property of all members of the Squadron.

The present writer is therefore in a position merely to sketch a brief and necessarily impersonal history covering those early days. A less objective, and it is hoped, more interesting, record has since been maintained. It will be found on the pages that follow.

104 Spitfire Squadron was formed at Peterhead Aberdeenshire on 6th April 1942. It was subscribed for and adopted through the generosity and enthusiasm of the British community in the Argentine and became known as 104 (Argentine-British) at number of British pilots hailing from the great South American republic form a nucleus of personnel. It is hoped to maintain and perhaps increase this number as time goes on.

The Squadron establishment provided for a Commanding Officer, 2 Flight Commanders, 9 Officers GO (Flying), 11 Sgt. Pilots, 1 Medical Officer, 1 Adjutant, 1 Engineer Officer, and 1 Intelligence Officer. 5 Flt/Sgt, 4 Sgt, 17 Cpls, 82 other ranks. Equipment was 16 Spitfires and reserve of 2 and 1 Magister.

Squadron Leader Rowland took command on 12.4.42. Flying training did not actually commence until the 26th of the month. On the 16th of May the Squadron moved to Shearwater, Orkney and first operational flight — a convoy patrol — was carried out by Flt/Pt. and P/O Yainq on the following day. The first brush with the enemy occurred on 31st May P/O Bloch (Polish) and P/O Clemesley intercepting and damaging a Ju 88 east of the Orkneys. 'B' Flight moved to Sumburgh Shetland on 12th July. There a fatal accident occurred during training. Sgt Schaeffer while heading up the aerodrome gun posts crashed into the sea and was killed. A few days later — 23rd August — a further training accident at Shearwater was responsible for the death of P/O Bridger. 2 Pilots killed and 2 A/E within a week is pretty grim going.

A section of 'B' Flight was detached from Sumburgh on 24th and sent north to Scatsta. The enemy Atlantic "Keros" which crosses north Shetlands nearly every day is difficult to intercept from Sumburgh. As it nears its usual track.

Early in September the Squadron returned to ~~the~~ ^{Peterhead} where general flying training was resumed.

1942

- October 1. Train party - Adjutant - Intelligence Officer - and 53 other personnel left for an unknown destination security being well maintained.
2. Arrived Tangmere noon and made preparations to receive the Squadron consisting of 17 Spitfires and airborne personnel in 2 Harrows.
3. Pilots in good spirits and looking forward to operating for the first time as a Squadron.
- 4/5. Weather non-operational.
6. Sgt. Bingham who was delayed with engine and airframe trouble arrived today thus bringing the Squadron total up to 18 serviceable aircraft. 6 pilots flew a Sector Rescue in the morning and 4 did battle formation in the afternoon.
- 7/8. Unfavorable weather again. Briefing took place in the evening of the 8th.
9. Weather operational - fair and fine with good visibility. The Squadron took off 0845 hrs. 11 Pilots engaged and led by W/C Brothers owing to the unfortunate indisposition of the Squadron Commander, S/L. Rowland. A fighter sweep of the Abbeville-Dieppe area was completed without incident so the C.O. didn't miss much.
10. No operational activity.
11. Returned to Peterhead.
12. General flying training - weather cloudy with rain showers. 2 desambles by 'B' Flight - nothing seen.
13. Fair - south westerly wind - formation flying - dusk patrol.
14. Nothing to report.
15. 'B' Flight on convoy patrol.
16. Variable skies - scattered showers - south west wind gusting to 45 M.P.H. 'A' Flight on convoy patrol - some local flying.
17. Rain with $\frac{1}{2}$ cloud at 1200 ft. - 'B' Flight convoy patrol - 'A' Flight - formation flying.
18. Weather non-op.
19. Weather improved a bit. Some formation flying in the morning. Red Section desambled at 18.30 hrs. P/O Young had visual contact 15 mis. E. of Ratsey Head but lost him on clouds.
20. Weather non-op.
21. Fair with slight south westerly wind. 'B' Flight did

hundreds of miles of sea is now and then
The wings came back just before
down an uneventful race of the wings
VILLERS

15.

Column A/c - led by W/E DRING - took to
Hun ferry service on the Seine. No Ferry boats

Quays on the South Side of the river got it instead
formation flew as top cover - no fighter encountered

16.

This will undoubtedly motivate Jackson more than
somewhat but if he will be a hero he will take the consequences

Drew Enemy Fire on Himself

FLYING OFFICER PETER GERALD WEST drew on to his own plane the fire of enemy batteries near Boulogne by attacking them with his cannon, so enabling his comrades to fire their rocket projectiles into a vital radio target.

Now in hospital in a South Coast town near the field in which he crash-landed his Typhoon, he has just learned he is to receive the immediate award of the D.S.O.

Here is his own story of the action:

"I had been briefed to silence the guns defending the target, so I jettisoned my rockets and went in at 'nought feet' towards the first gun positions.

"I must have taken the Germans by surprise because I was able to shoot them up without seeing any return fire. But the gunners in a second gun position farther on had seen me and their guns began to wink. They make tiny flashes like stars as one heads for them.

"When I was more than half a mile away, I started to fire, not with much hope of hitting them, but to make the gunners keep their heads down. But they stuck to their guns and I went on into their fire for something like five seconds.

"So far as I can remember, there was one bigish gun and five smaller ones firing cannon-shell. Just as I passed over the position and began to break away, my ammunition ran out. I went into a vertical bank—and then the aircraft was hit.

Flew Home

"A huge flash seemed to fill the cockpit and there was a deafening bang. I felt my left side become useless and glanced down to see what had happened. The shell had burst waist high. My left arm was drawn up into my side, and the leg was constricted too.

"With most of the controls on the left side, I was now in some difficulty. I did not know how long it might be before I passed out.

"There were three possible courses. I could crash-land and become a prisoner; but I didn't want to do that. I could fly out to sea and bale out; but I doubted if I should be able to climb out of the cockpit one-handed. Or I could try to fly home. I decided on that.

"By all the rules I should have lost consciousness before I was half-way there, but somehow I didn't. When I saw land I picked a field, leaned over and pulled open the throttle with my good hand, kicked the flaps down with my right leg, and made a landing without the 'stick'. The aircraft flew herself in perfectly. Next thing I remember clearly was waking up in bed."

By all the laws Flying Officer West should have lost his life. Instead he is recovering fast, though he says: "It was a million-to-one chance three times over."

PERMANENT HISTORICAL RECORD

ROYAL AIR FORCE

OPERATIONS

RECORD

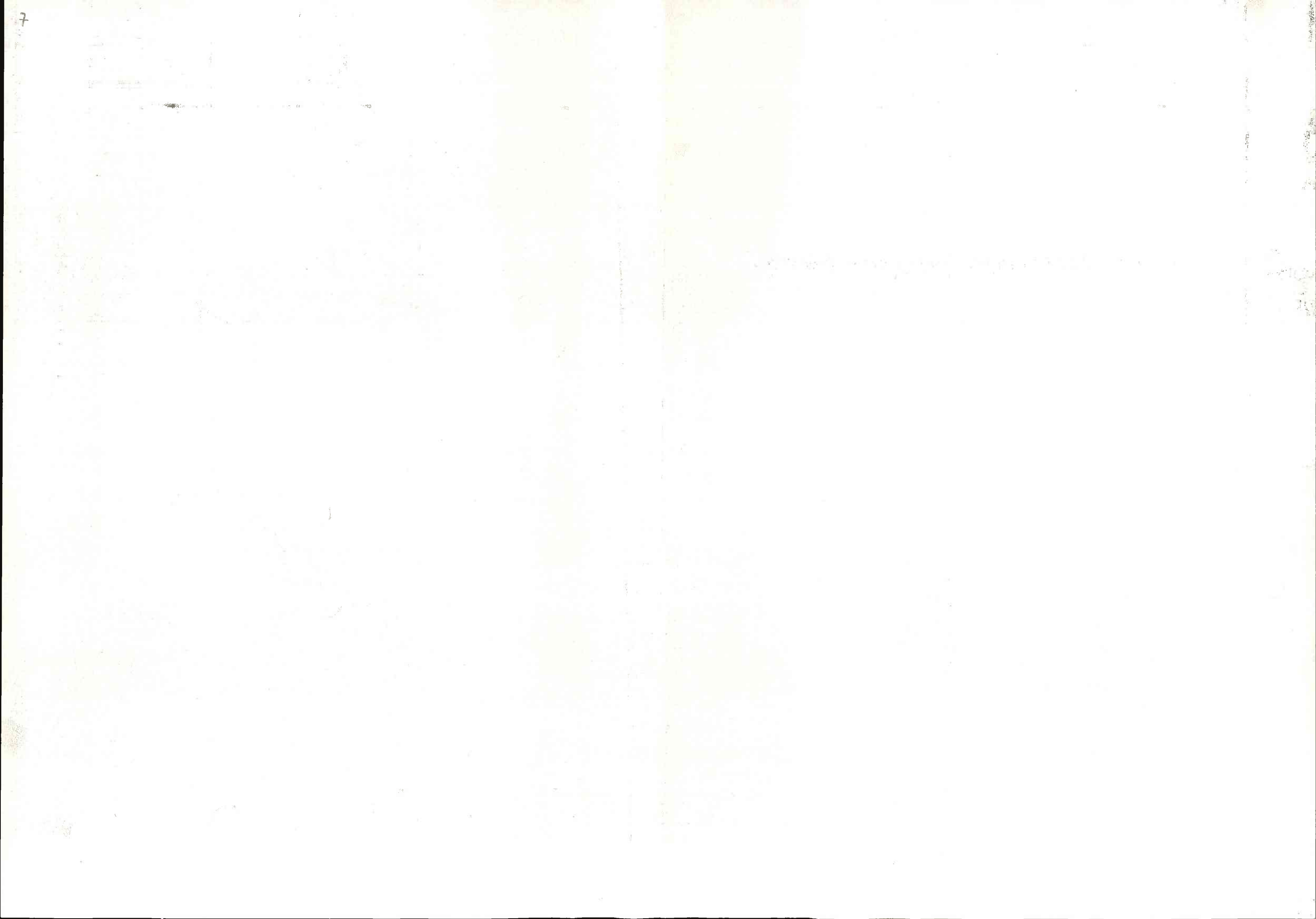
BOOK

FORM 540

HEADQUARTERS.

AIR HISTORICAL BRANCH
AIR MINISTRY.

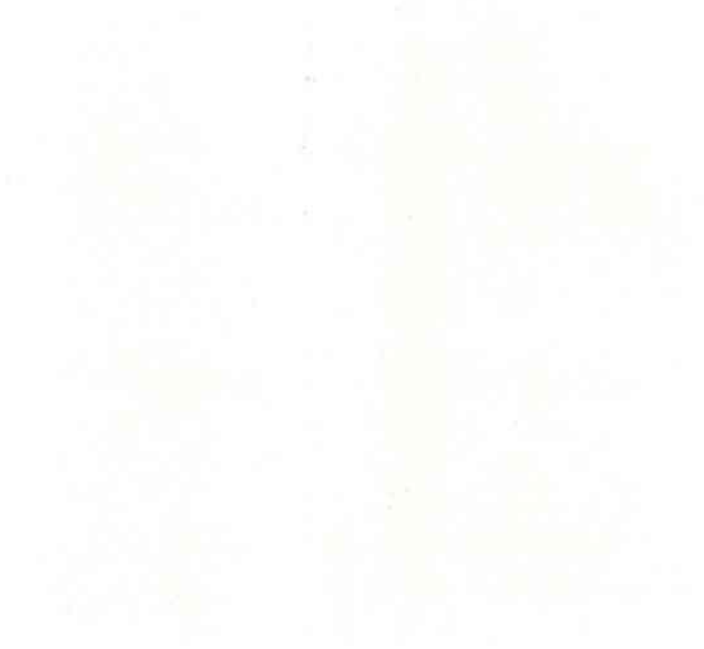
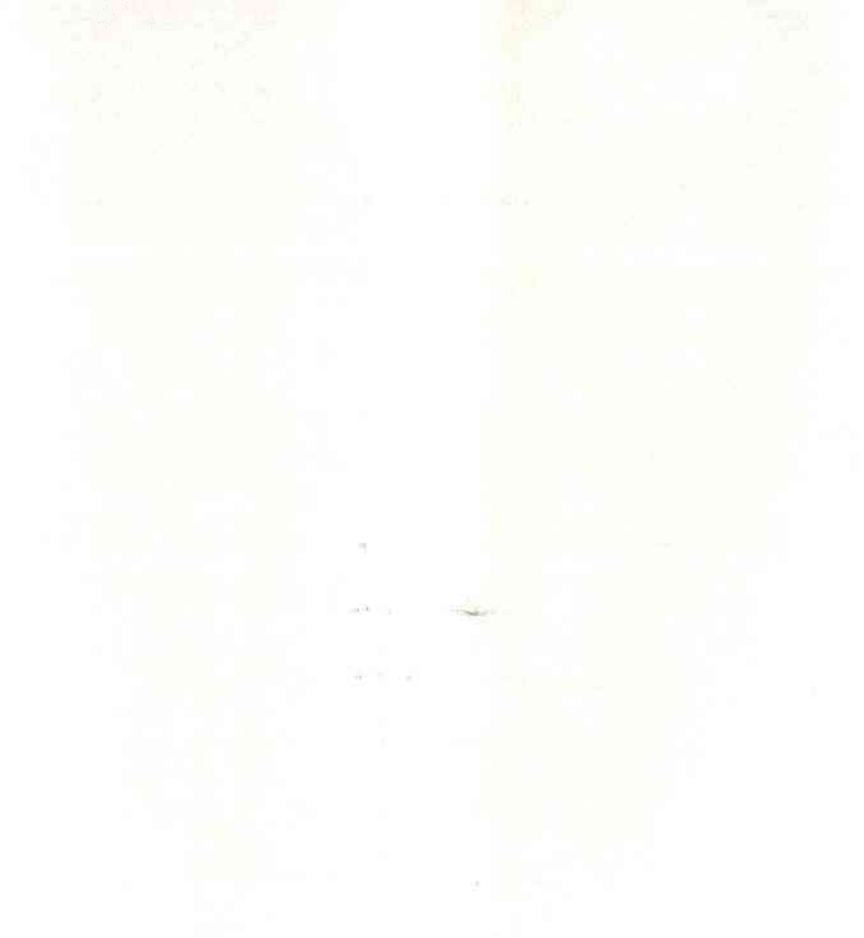
Place	Date	Time	Summary of Events	References to Appendices
Skeabrag.	1.6.42		Mainly fair weather conditions prevailed. Both Flights carried out flying training consisting of D/F homing, cloud & formation flying & weaving. F/O. A.H. Widdup, posted to the Squadron for medical duties, arrived today.	
	2.6.42		Low cloud, with fog patches and visibility down to 1,000 yds. prevented flying to any extent. "A" Flight carried out some formation flying in the late afternoon. No operational sorties were made.	
	3.6.42		Somewhat improved weather conditions permitted enabled both Flights to carry out battle formation flying and some dusk landings, in addition to dawn and convoy patrols.	
	4.6.42		Weather cloudy with occasional rain & patches of fog, but fair vsibility. Flights continued training, including formation flying, formation dog-fighting, camera gun attack & dusk landings. Dusk patrol was the only operational flying. F/Lt. Hopkin assumed command of the Squadron, in the absence of S/Ldr. Rowland, on leave.	
	5.6.42		Mainly fair conditions, with rain and sea fog patches, but improving visibility enabled both Flights to practice formation & cloud flying, camera gun, G.C.I. and dusk landings. "A" Flight made the Dawn Patrol.	
	6.6.42		Widespread fog & cloud down to the surface, precluded flying for the day and no operational sorties were made. Sgts. Biggs and Hart attached to R.A.F. Stornaway, with 2 of the Squadron aircraft.	
	7.6.42		Low cloud, with fog patches and thundery rain, together with poor visibility prevented flying training from being resumed and apart from a scramble at 1945 hrs., during which no interception was made, flying was impossible. Sgt. Gouby (F.P.) proceeded to Cranage on a course of aerial navigation.	
	8.6.42		Heavy squally showers, with cloud down to 800' & below, again closed down on flying for the day. P/O. Lindner, posted from 61 O.T.U., arrived for flying duties.	
	9.6.42		Weather conditions again prevented flying training from being resumed. P/O Smith detached for temp. duty to Taurso. Sgts. Norman & Lewis-Watts (RCAP) joined the Squadron for flying duties, from	



DATE	AIRCRAFT TYPE & NUMBER	PILOT CREW	DUTY	TIME		DETAILS OF S
				UP	DOWN	
17.5.42.	Spit. V.A.R. 7335	S/L. Rowland. T.	Convoy Patrol.	20.15	20.55	No Interception.
"	" W. 3138	P/O. Szyszkowski. W.	" "	20.15	20.55	" "
19.5.42.	" R. 6957	Sgt. Stead. A.B.	Scramble.	13.00	13.35	" "
"	" X. 4421	Sgt. Slowickowski. S.	"	13.00	13.35	" "
20.5.42.	" R. 7022	P/O. Young. I.A.	Convoy Patrol.	05.40	07.00	" "
"	" P. 7493	Sgt. Sabanski. W.	" "	05.40	07.00	" "
"	" P. 9563	F/L. Bowling. R.H.C.	Scramble.	06.05	06.30	" "
"	" K. 9825	F/O. Olszewski. I.	"	06.05	06.30	" "
"	" P. 9563	P/O. Blok. S.	Convoy Patrol.	07.15	09.05	" "
"	" W. 3114	Sgt. Glasscock. S.	" "	07.15	09.05	" "
24.5.42.	" W. 3138	P/O. Szyszkowski. W.	Scramble.	16.55	17.30	" "
"	" R. 7335	Sgt. Stead. A.B.	"	16.55	17.30	" "
27.5.42.	" L. 1031	F/L. Bowling. R.H.C.	Convoy Patrol.	18.10	19.20	" "
"	" P. 9563	P/O. Cleverly. W.J.	" "	18.10	19.20	" "
"	" X. 4615	S/L. Rowland. T.	G.C.I. RECOG.	21.45	22.50	" "
"	" X. 4421	Sgt. Stead. A.B.	"	21.40	22.00	" "
"	" X. 4173	Sgt. Stead. A.B.	"	22.10	22.40	" "
31.5.42.	" R. 6801	P/O. Blok. S.	Scramble.	19.20	20.20	Successful Interception. Jun
"	" W. 3114	P/O. Cleverly. W.J.	"	19.20	20.20	" "

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
6.5.42.	Spit.V.A. L.1013	F/L. Powling. R.H.C.	Convoy Patrol.	16.25	18.00	No Interception.	
	" " X.4941	P/O. Young. I.A.	" "	16.25	18.00	" "	
7.5.42.	" " P.7308	Sgt. Shorthouse. R.C.	" "	08.40	09.50	" "	
	" " W.3138	F/O. Szyszkowski. W.	" "	08.40	10.00	" "	
	" " X.4421	Sgt. Czajka. I.	Scramble.	09.25	10.10	" "	
	" " P.8706	Sgt. Trafford. G.	"	09.25	10.10	" "	
	" " P.7308	Sgt. Czajka. I.	Fighter Patrol.	12.55	13.55	" "	
	" " X.4615	Sgt. Trafford. G.	" "	12.55	13.55	" "	
12.5.42.	" " X.4421	Sgt. Czajka. I.	Scramble.	17.10	17.45	" "	
	" " P.8706	Sgt. Stead. A.B.	"	17.10	17.45	" "	
	" " X.4421	Sgt. Czajka. I.	Convoy Patrol.	19.55	20.45	" "	
	" " R.7060	Sgt. Stead. A.B.	" "	19.55	20.45	" "	
14.5.42.	" " R.7267	F/O. Olszewski. I.	" "	08.00	09.30	" "	
	" " P.9563	Sgt. Sabanski. W.	" "	08.05	09.30	" "	
	" " R.7267	P/O. Blok. S.	" "	20.45	22.20	" "	
	" " K.9825	Sgt. Erskine. D.B.	" "	20.45	22.20	" "	
	" " R.7060	F/O. Szyszkowski. W.	" "	08.55	10.20	" "	
	" " X.4421	P/O. Williamson. H.	" "	08.55	10.20	" "	
	" " P.8706	Sgt. Boyd. D.L.	" "	09.45	11.00	" "	
	" " P.7308	Sgt. Czajka. I.	" "	09.45	10.55	" "	
15.5.42.	" " P.7308	Sgt. Czajka. I.	" "	07.00	08.00	" "	
	" " X.4421	Sgt. Slowickowski. S.	" "	07.00	08.00	" "	
16.5.42.	" " R.7335	F/O. Szyszkowski. W.	Scramble.	18.20	18.35	" "	
	" " X.4421	P/O. Reveilhac. J.	"	18.20	19.15	" "	
17.5.42.	" " R.7022	F/L. Powling. R.H.C.	Convoy Patrol.	20.15	21.15	" "	
	" " P.9563	P/O. Young. I.A.	" "	20.15	21.15	" "	
	" " P/O. Williamson. H.	" "	" "	19.45	20.40	" "	

No. 212 and 213 W.R. Manual Pt. II, Section 100, and Pt. III R.A.F. Form 100			of (Unit or Formation) 164 (Argentine-British) Squadron.		No. of pages used for day
Place	Date	Time	Summary of Events		References to Appendices
Peterhead.	5.4.42.		The Squadron was formed on paper on this date at Peterhead.		
			The Establishment provides for a C.O. (S/Ldr), 2 Flight Commanders, (F/Lt), 9 Officers CD. (Flying), 11 Sgts. (A/Pilots), 1 Med. Officer, (F/Lt), 1 Adj. 1 Intell. (F/O) and 1 Eng. Officer.		
			5 F/Sgts. 4 Sgts. 17 Cpls. 82 O.R's.		
			Equip:- 16 Spitfires (& reserve of 2) 1 Magister.		
	12.4.42.		S/Ldr. T. Rowland arrived from R.A.F. Biggin Hill to take command of the Squadron. F/Lt. W.P. Hopkin. D.F.C. arrived from 61 O.T.U. Heston to take command of "B" Flight.		
	14.4.42.		F/Lt. R.H.C. Fowling arrived from 57 O.T.U. Hawarden to take command of "A" Flight.		
	15.4.42.		A few technical personnel began to arrive.		
	16.4.42.		P/O. F.R. Harman arrived from No. 245 Squadron to take over & organise the technical work of the Sqn.		
	17.4.42.		P/O. E.W. Crahe posted to the Sqn. from 603 Sqn. Peterhead and P/O's I.A. Young and H. Williamson (R.C.A.F.) arrived from No. 54 Sqn - all three for flying duties.		
	18.4.42.		More Sqn personnel arrived - technical & headquarters staff.		
	20.4.42.		The Med. Officer F/O. W.L. Milligan arrived from 20 R.C. Fife. Sgt/Pilot Trafford posted from R.A.F. Crangetown together with Sgt/Pilot R. Shorthouse.		
	21.4.42.		The Adj. P/O. J.F. McKillop, posted to the Sqn. from R.A.F. Peterhead. Sgt/Pilots Jackson, Wood & Stead, posted to Sqn. from R.A.F. Cranenouth. P/O. E.R. Burrows (R.C.A.F.) posted to Sqn. from 603 Sqn. Sgt/Pilot Glasscock arrived from 603 Sqn.		
	22.4.42.		Technical personnel continued to arrive; the organisation of the Sqn. goes ahead and flying training is proceeding satisfactorily. The weather during this period was favourable but with high winds. Flying training commenced on 24.4.42.		
	23.4.42.		P/O. Burrows detached to Abbotsinch for air firing test. F/O W. Szyzskowski posted to the Sqn. from 132 Sqn. F/O. I. Olszewski posted from 54 Sqn together with P/O. S. Block. Sgt/Pilots Uzakke, Slowickowski, Sabanski and Trskine posted from 132 Sqn. Sgt/Pilots Boyd and Gouby posted from 54 Sqn. All these Pilots remained on attachment to their previous Units for a week's training.		
	26.4.42.				
	27.4.42.				



Peterhead

27.4.42

2nd/Lt. Reveilhac .J (Free French) posted to the Sqdn. from 54 Sqdn. but remaining attached to 54 Sqdn.
for training.

R.A.F. Station

29.4.42

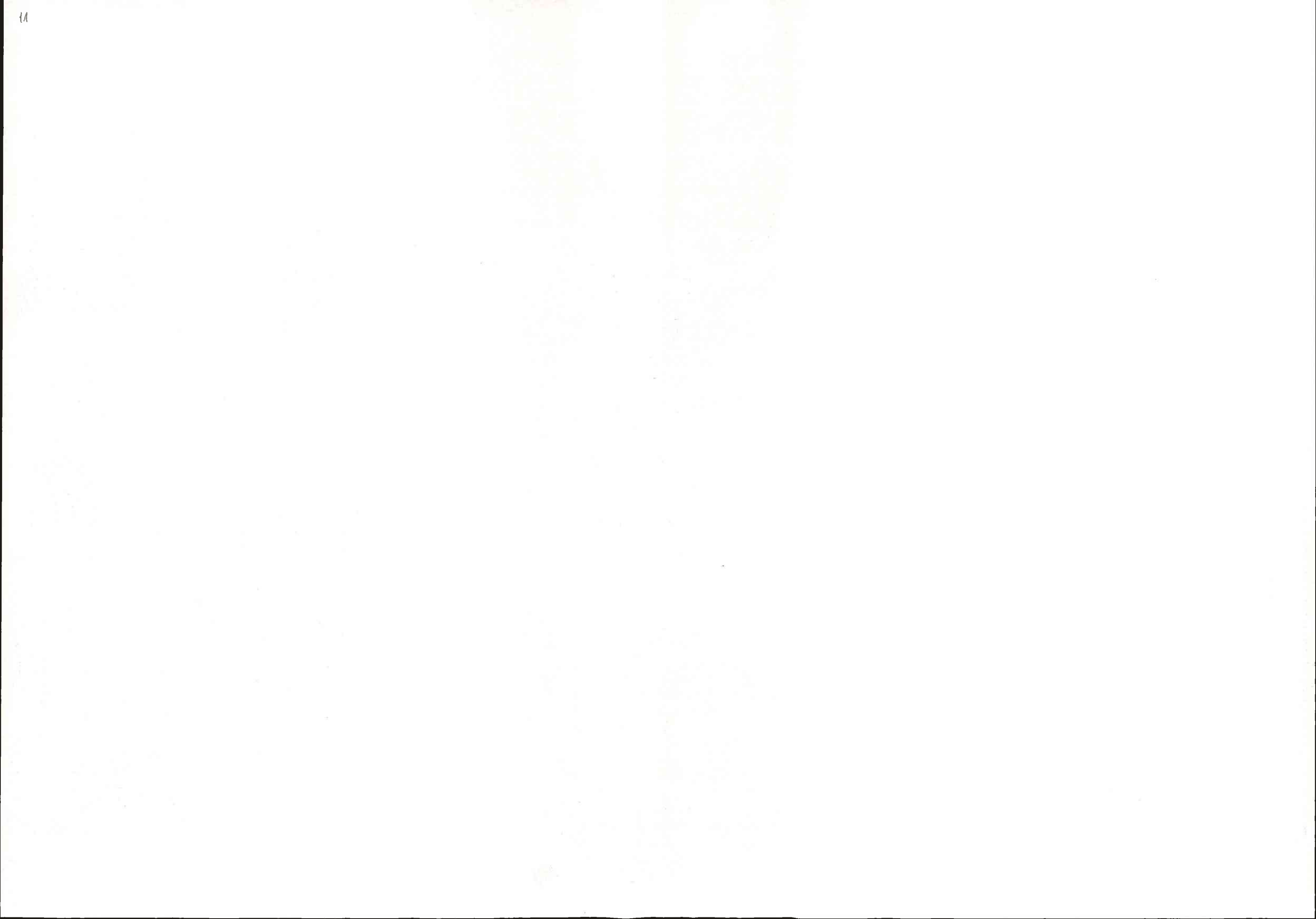
Instructions received for the movement of the Squadron from Peterhead to/Skeabrae, Orkney.

30.4.42

Feverish preparations commenced to move the Sqdn. personnel and equipment by rail, boat and air.

P. Haykin F/Lt.

Squadron Leader, Commanding,
No. 164 Squadron, R.A.F. Skeabrae.



Place	Date	Time	Summary of Events	References to Appendices
Peterhead.	1.5.42		Flying training carried out by both Flights. Instructions received that the movement of all Squadron personnel and stores, together with 3086 Servicing Echelon, to R.A.F. Station, Skeabrae is to take place by air.	
	2.5.42		Formation flights carried out by both Flights.	
	3.5.42.		Preparations for the move completed.	
	4.5.42.		Aircraft flown to Skeabrae during the morning. Sgt. Glasscock and Sgt. Wood were involved in a collision on landing. The weather was fine and the movement was completed without further mishap. P/O. Cuncer posted to the Sqdn. from HQ., 14 Group for duties as intelligence officer.	
Skeabrae.	5.5.42		Squadron became Operational at dawn today at R.A.F. Station Skeabrae. The day was wet and no flying was carried out. P/O McKillop posted to R.A.F. Skeabrae non-effective sick.	
	6.5.42		First operational flight carried out by F/L. Powling and P/O Young on shipping protection patrol. There was intermittent rain all day becoming continuous in the evening.	
	7.5.42		Weather fine with squally showers-first operational flight of "B" Flight - shipping protection patrol, carried out by F/O. Szyszkowski and Sgt. Shorthouse. R/T of the former went U/S and caused some anxiety as to his safety. One Section 132 Sqdn. and a Beaufighter from Sumburgh went in search. Located and all landed safely. First "scramble" took place at 1100 hrs. Two sections were sent up, but there was no sign of the Hun. P/O. Collinson became attached from 132 Sqdn. for duty as Adj't.	
	8.5.42		Weather fair & bright with light variable wind. Formation flying by both Flights.	
	9.5.42		Weather fine-easterly wind-little cloud. Sqdn. busy practicing formation flights etc.	
	10.5.42		Weather overcast-high cloud-visibility good. Restricted flying training carried out. A lecture was given on Tactics by a S/Ldr. from Group.	
	11.5.42		Weather mainly fair. Flying training continued. F/O Milligan (M.O.) posted to R.A.F. Skeabrae non-effective sick. SGT/Pilot Horkin posted to the Sqdn. from 64 O.T.U. for flying duties.	



Skeabrae

12.5.42

Weather cloudy. G.C.I. co-operation and convoy patrol carried out. Blue section of "B" Flight "scramble", but without result. P/O's Cleverly and Smith posted to the Sqdn. from 52 O.T.U. for flying duties.

13.5.42

Weather fine. Full flying training programme carried out.

14.5.42

Weather cloudy. Convoy patrol carried out at 0800 hrs. 0730 and 0900 hrs., with formation flying during the day.

15.5.42

Low cloud and little flying.

16.5.42

Low cloud and rain closed in on flying for the day. P/O Collinson posted from 132 Sqdn as Adjt.

17.5.42

Weather mainly fair. Varied flying training carried out all day with operational patrols by Blue & Green sections.

18.5.42

Continuous rain and drizzle precludes flying for the day.

19.5.42

Weather mainly fair. Blue section "scramble" 10,000' over base, but without result. Full programme of flying training carried out. SGT/Pilots Brown and Hart posted to the Sqdn. from 57 O.T.U., reporting on 26.5.42 on expiration of leave. Sgt/Pilot ^{Sabanski} posted to 416 Sqdn. Peterhead.

20.5.42

Weather mainly fair with scattered showers. Convoy patrols carried out by both Flights from 0540 hrs to 0900 hrs. Formation attacks carried out by "B" Flight.

21.5.42

Weather fair with scattered showers. Camera gun, formation attack and C.G.I. co-operation and dusk landings carried out.

22.5.42

Fair during the morning, rain spreading from the West during the day. Flying training restricted.

23.5.42

Extensive haze-rain spreading from the South during the day. Some formation cloud flying carried out.

24.5.42

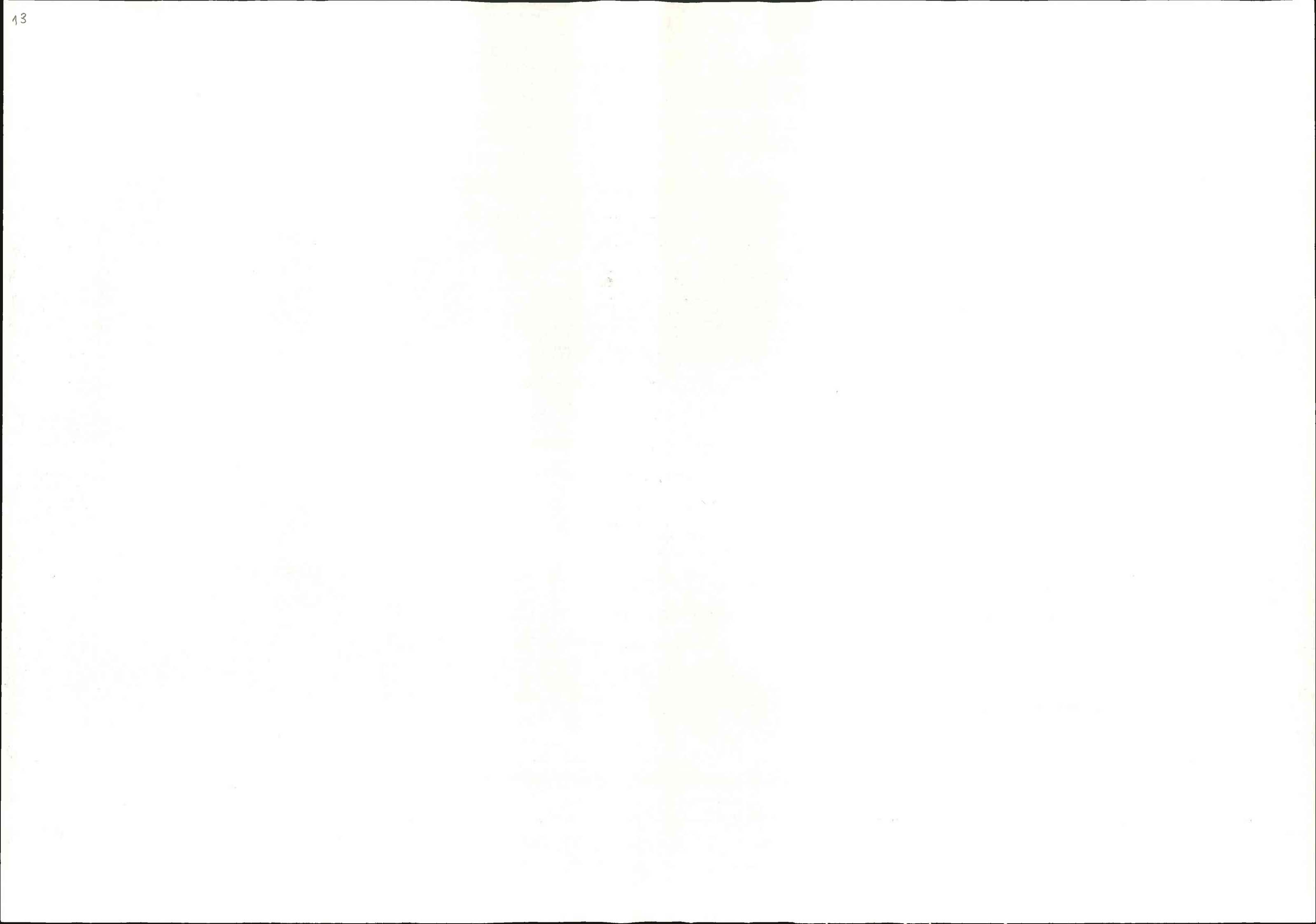
Intermittant rain with little flying possible. One "scramble" by section of "B" Flight who also carried out dusk and night landings.

25.5.42


Rain spreading from S.W. became continuous. Dusk landings carried out by "A" Flight. Dusk and dawn patrols by "B" Flight

26.5.42

Weather overcast with periods of rain. Some formation and local flying. Sgt/Pilot Horkin posted to 54 Sqdn, Castletown.



of (Unit or Formation) 164 (Argentine-British) Squadron.

Place	Date	Time	Summary of Events	References to Appendices
Skeabrae	27.5.42		Weather mainly fair with occasional showers. Flight formation and dusk landings carried out by patrol "A" Flight. Convoy and G.C.I. tests carried out by "B" Flight.	
	28.5.42		Cloudy with continuous rain, clearing slightly in the afternoon. Little flying.	
	29.5.42		Periodic heavy showers, with hill fog and low cloud. Little flying was possible.	
	30.5.42			
	31.5.42		Weather fine with cloud. The Squadron had it's first encounter with the enemy, P/O Blok and P/O. Cleverly while on interception patrol engaging, damaging a J.W.88 East of the Orkneys. The Pilots were airborne at 1920 hrs and sighted the bandit flying East, about 1950 hrs, about 2 miles away, roughly 50 miles East of Orkney. After a chase due East, for 10-15 minutes, the enemy aircraft was engaged and strikes were seen, thick black smoke coming from the starboard engine and flames from the port engine. The rear gunner was silenced and the starboard wing tip fell off, but the aircraft was not seen to crash. Posted strength for the end of the month: C.O. 1 S/Ldr. Adj. 1 P/O. Eng.Off. 1 P/O. Intell.Off. 1 P/O. Med.Off. 1 F/O. Flt.Comdrs. 2 F/Lts. 'F/P/O's for Flying. 14 Sgts. Flying. 3 F/Sgts. 5 Sgts. 10 Cpls. 106 O.R's.	
			For  Squadron Leader, Commanding, No. 164 Squadron, R.A.F. Skeabrae.	

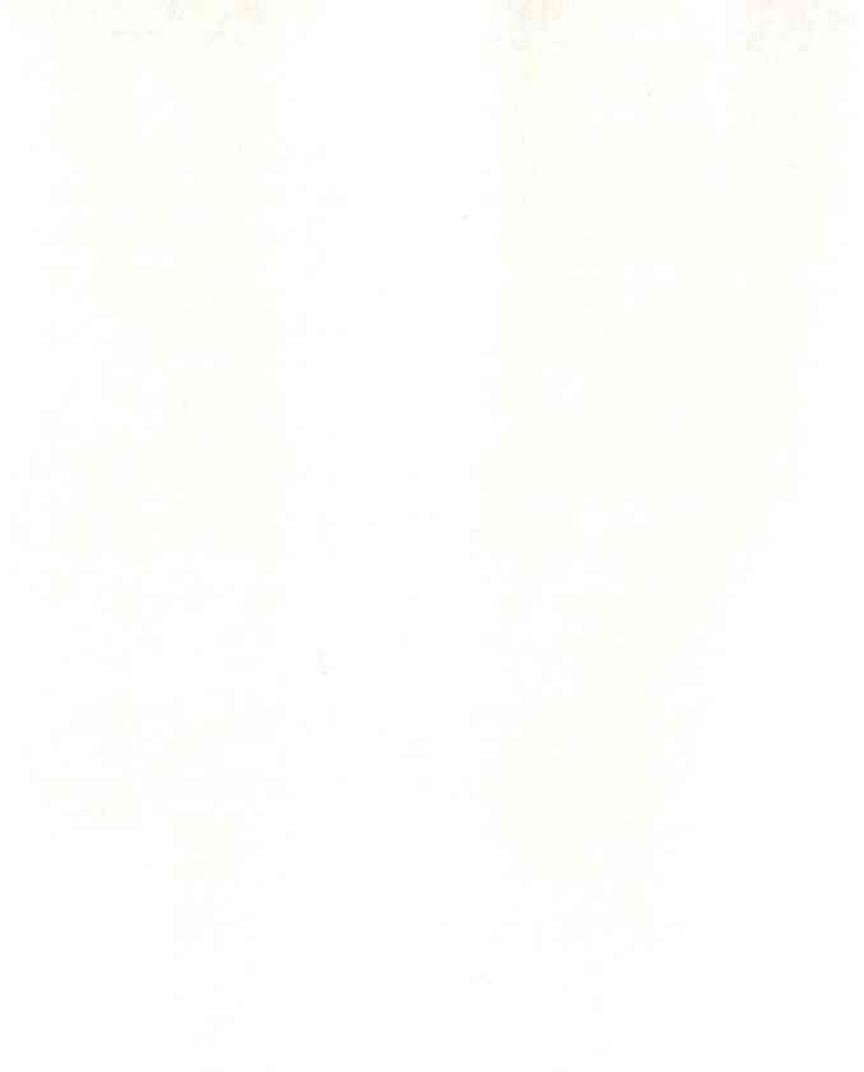
See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II, chapter XXII, and notes in R.A.F. Pocket Book.

No. of pages used for day.....

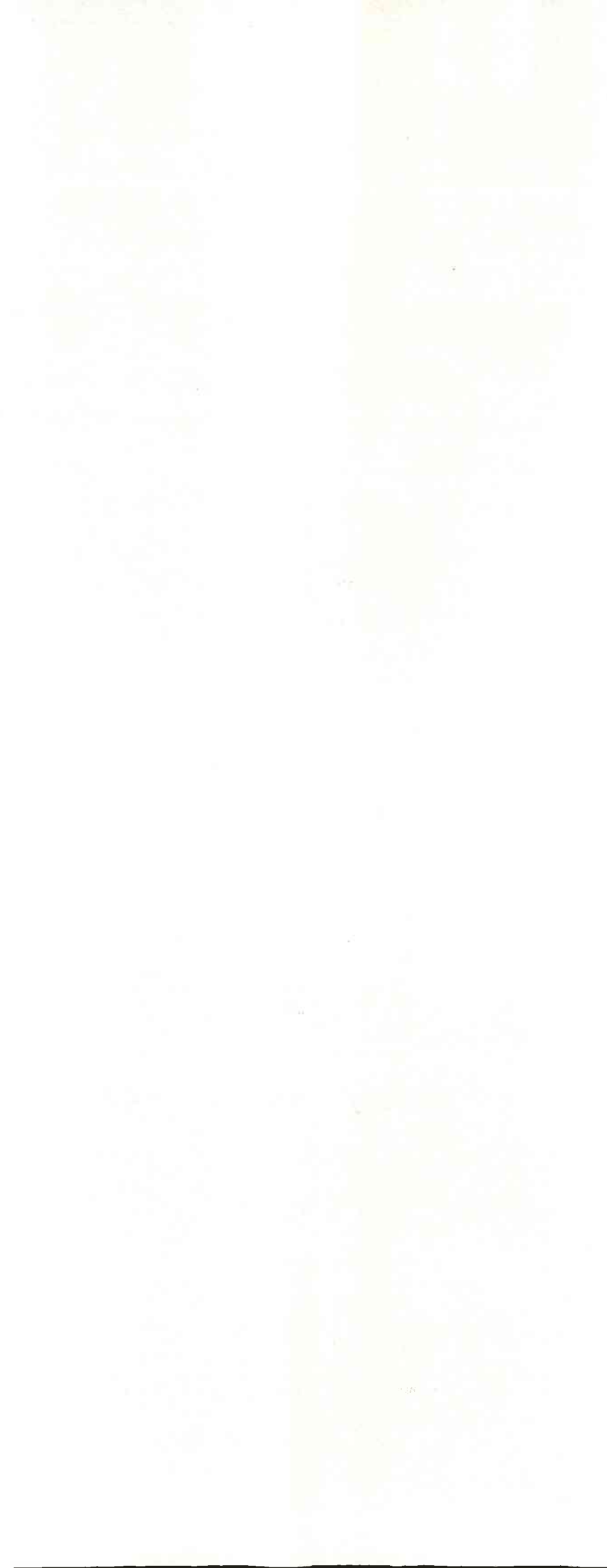
of (Unit or Formation) No. 164 (Argentine-British) Squadron.

Place	Date	Time	Summary of Events	References to Appendices
Skeabrae.	1.6.42		Mainly fair weather conditions prevailed. Both Flights carried out flying training consisting of D/F homing, cloud & formation flying & weaving. F/O. A.H. Widdup, posted to the Squadron for medical duties, arrived today.	
	2.6.42		Low cloud, with fog patches and visibility down to 1,000 yds. prevented flying to any extent. "A" Flight carried out some formation flying in the late afternoon. No operational sorties were made.	
	3.6.42		Somewhat improved weather conditions permitted enabled both Flights to carry out battle formation flying and some dusk landings, in addition to dawn and convoy patrols.	
	4.6.42		Weather cloudy with occasional rain & patches of fog, but fair visibility. Flights continued training, including formation flying, formation dog-fighting, camera gun attack & dusk landings. Dusk patrol was the only operational flying. F/Lt. Hopkin assumed command of the Squadron, in the absence of S/Ldr. Rowland, on leave.	
	5.6.42		Mainly fair conditions, with rain and sea fog patches, but improving visibility enabled both Flights to practice formation & cloud flying, camera gun, G.C.I. and dusk landings. "A" Flight made the Dawn Patrol.	
	6.6.42		Widespread fog & cloud down to the surface, precluded flying for the day and no operational sorties were made. Sgts. Biggs and Hart attached to R.A.F. Stornaway, with 2 of the Squadron aircraft.	
	7.6.42		Low cloud, with fog patches and thundery rain, together with poor visibility prevented flying training from being resumed and apart from a scramble at 1945 hrs., during which no interception was made, flying was impossible. Sgt. Gouby (F.P.) proceeded to Cranage on a course of aerial navigation.	
	8.6.42		Heavy squally showers, with cloud down to 800' & below, again closed down on flying for the day. P/O. Lindner, posted from 61 O.T.U., arrived for flying duties.	
	9.6.42		Weather conditions again prevented flying training from being resumed. P/O Smith detached for temp. duty to Tourso. Sgts. Norman & Lewis-Watts (RCAF) joined the Squadron for flying duties, from	

Sketches	9.6.42 (contd)	<p>P/O. Tull. P/O. Szczykowski posted to 306 Squadron and P/O. Solak joined the Squadron from 317 Sqn.</p> <p>P/O. Hamman proceeded to Derby, to attend a course of aero engine operation at manufacturers works.</p>
	10.6.42	<p>Improved weather conditions enabled both Flights to resume training. Formation flying, air firing, sport flying & aerobatics were included in the programme for the day, which ended with dusk patrol.</p> <p>P/O. Counce was posted to 54 Squadron.</p>
	11.6.42	<p>Cloudy & overcast, giving way to intermittent showers, with improving visibility. Both Flights were in the air, formation flying & weaving, camera gun attack & Rhubarb practice. "B" Flight did the dusk patrol.</p>
	12.6.42	<p>Scattered showers, with cloud covering hilltops, but fair visibility. An escort to 25 bombers was carried out by both Flights, in addition to G.C.I. test, formation flying and camera gun practice. "B" Flight also did some air firing. Sgt. Glasscock (RCAP) posted to 416 Squadron.</p>
	13.6.42	<p>There were fair weather conditions in the morning, becoming cloudy with occasional rain. "B" Flight carried out the dawn patrol. Both Flights did some formation flying, whilst "A" Flight made a practice attack on a battleship. Some dusk landings were also made. P/O. Geca and P/O. Mijakowski joined the Squadron for flying duties. Sgts. Czajka and Slowickowski were posted to 302 Squadron and 306 Squadron, respectively.</p>
	14.6.42	<p>Occasional showers with low cloud, but fair visibility. A full programme of flying was carried out including air to ground firing. Dusk patrol concluded the day's activities.</p>
	15.6.42	<p>The day commenced with mainly fair weather, apart from scattered showers. "A" Flight carried out the dawn patrol, whilst both Flights did a Rhubarb practice. Camera Gun attacks, with low flying and formation flying were included in the day's programme.</p>
	16.6.42	<p>Weather was mainly cloudy with variable wind. "B" Flight carried out G.C.I. test. S/Ldr. Rowland proceeded from leave to Derby, to the works of Messrs Rolls-Royce Ltd., to attend a course on aero-engine operation.</p>
	17.6.42	<p>Short periods of rain followed a fair period at the beginning of the day. Dawn patrol was made by "B" Flight. Camera Gun attacks, a practice attack on a battleship and battle formation attacks were carried out by both Flights. "A" Flight also made a convoy patrol. P/O. Collinson (Adj't) proceeded</p>



Place	Date	Time	Summary of Events	References to Appendices
Skeabrae	17.6.42	(contd)	to Stannington on a Junior Admin. Course and P/O Chard was attached from R.A.F. Peterhead, for temp. duty as Adj. Sgt. Norman (RCAF) posted to 403 Squadron and Sgt. Jackson (RNZAF) posted to 485 Sqdn.	
	18.6.42		Weather was cloudy with occasional rain & fair periods. Squadron's activities included Rhubarb practice, G.C.I. test, a convoy patrol, a scramble and finally dusk patrol.	
	19.6.42		Fair weather conditions prevailed with good visibility. Flying for the day included dawn patrol, battleship escort & formation flying.	
	20.6.42		Visibility was below 800 yds. in the morning, but improved, except in patches of coastal fog. Low stratus & drizzle, especially in the Orkney area, precluded for the day.	
	21.6.42		Overcast weather, with low cloud & visibility down to below 500 yds made flying impossible for the day.	
	22.6.42		Cloudy conditions, with drizzle & thundery showers, with visibility down to below 1,000 yds., prevented flying training from being resumed & apart from dusk patrol little or no flying was done. P/O Chard ceased to be attached to the Squadron.	
	23.6.42		Rain & cloudy conditions gave way to fair periods, with improved visibility. Flight carried out dawn patrol, whilst the flying syllabus included air to ground firing, attacks on shipping, formation flying and a convoy patrol. Sgts. Richards & Nathan were posted for flying duties from 61 O.T.U. Sgt. G.E. Potter was posted from 52 O.T.U. Sgts. Biggs & Shorthouse were posted to 65 Sqdn and Sgts. Brown, Boyd & Wood were posted to R.A.F. Skeabrae, supernumary, pending posting overseas and left for West Kirby.	
	24.6.42		Intermittent rain with wind at 20-30 mph gave way to fair periods. Flying training, including air to ground firing and dusk landings, was continued and concluded with dusk patrol.	
	25.6.42		Cloudy conditions prevailed at the beginning of the day, but improved and visibility became good. G.C.I. test, formation flying and Rhubarb practice constituted the day's flying training. A scramble at 1345 hrs., resulted in no interception being made.	





—



F/O THOMAS



F/L DENNEHEY



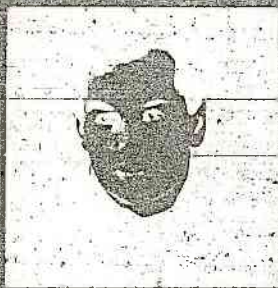
S/L ROWLAND



F/L POWLING



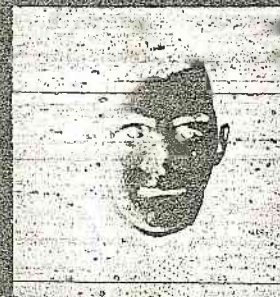
F/O SANDERS



P/O ROCHWALBY



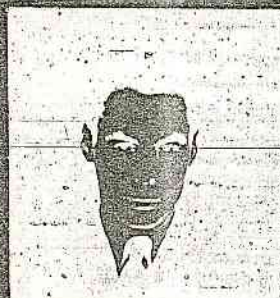
P/O SHEWARD



F/O YOUNG



W/O COOK



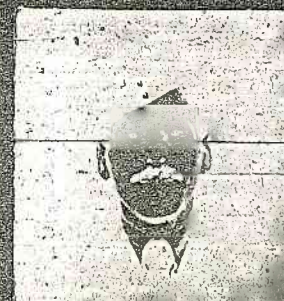
P/O MALCIEWSKI



SGT HYDE

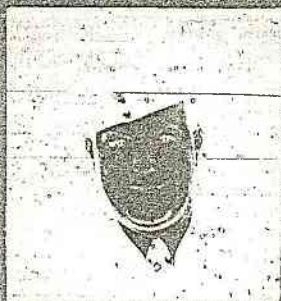


F/O WIDDUP



F/O GRAY

SOME OF THE OFFICERS
AND
SERGEANT PILOTS
ON THE
SQUADRON STRENGTH
PETERHEAD JANUARY
1943



F/O HARMAN



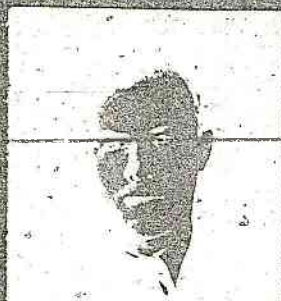
F/O COLLINSON



SGT BRANDON



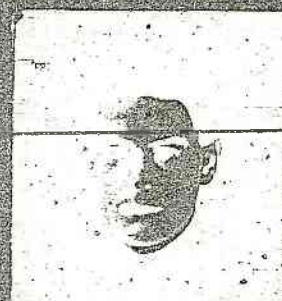
SGT PIGDEN



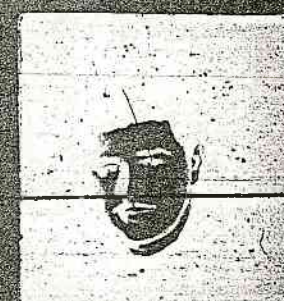
SGT NOWOCZYN



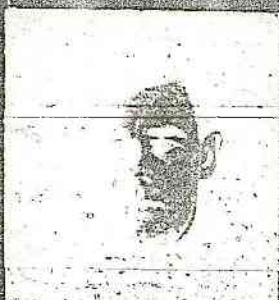
P/O MANNERS



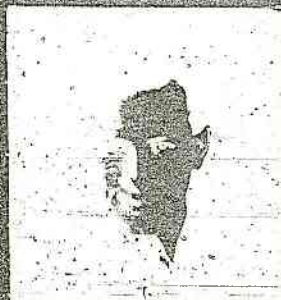
F/S ERSKINE



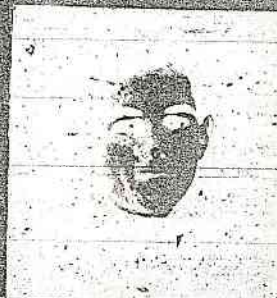
SGT INGOLD



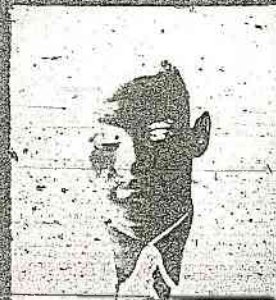
SGT HINGSTON



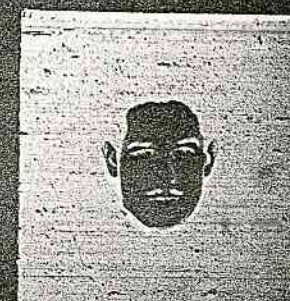
SGT WILSON



SGT HINES



SGT CIECHANOWICZ



SGT TRAFFORD

